



राजपत्र, हिमाचल प्रदेश

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

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हिमाचल प्रदेश सरकार

INDUSTRIES DEPARTMENT

NOTIFICATION

Shimla-2, the 9th June, 2022

No. Ind-II(F)1-3/2021-Vol-II.—The Governor, Himachal Pradesh, is pleased to notify Himachal Pradesh Logistic Policy 2022 under “Gati Shakti National Master Plan” as per Annexure-A.

By order

R. D. DHIMAN,
Addl. Chief Secretary

ANNEXURE-‘A’

Abbreviations

AGiSAC	Aryabhata Geo-informatics & Space Application Centre
BISAG-N	Bhaskaracharya National Institute for Space Application and Geo-Informatics
CA	Controlled Atmosphere
CFS	Container Freight Station
CLU	Change in Land Use
CONCOR	Container Corporation of India Ltd.
CS	Cold Stores
EGoS	Empowered Group of Secretaries
EV	Electric Vehicle
EXIM	Export-Import
GDP	Gross Domestic Product
GI	Geographical Indicator
HDI	Human Development Index
HPMC	Himachal Pradesh Horticulture Produce Marketing & Processing Corporation
ICD	Inland Container Depot
LEADS	Logistics Ease Across Different States
LSP	Logistics Service Provider
MMLP	Multi-Modal Logistics Park
MSME	Micro, Small and Medium Enterprises
NMP	National Master Plan
NOC	No Objection Certificate
NPG	Network Planning Group
ODOP	One District One Product
PCTO	Private Container Train Operator
PPP	Public Private Partnership
PWD	Public Works Department
RFID	Radio Frequency Identification
RMS	Risk Management System
RTO	Regional Transport Office
SMP	State Master Plan
TSU	Technical Support Unit
ULIP	Unified Logistics Interface Platform
UT	Union Territory

Preamble:

The importance of the logistics sector in servicing core sectors propelling India's economic development has never been greater. Logistics is a vital aspect of growth; a well-run logistics industry has an impact on a country's overall competitiveness and economic development. In 2021, India's logistics sector was projected to be valued at USD 150 billion, making it a key enabler in the country's ambition of becoming a USD 5 trillion economy. Organizations around the world are looking at India as unified manufacturing hub and a market serviced through a responsive, efficient, and cost-effective logistics services. Hence emphasis on developing strong logistics sector will be the backbone of India's ambitions to become a manufacturing superpower.

Despite the launch of major mega logistics infrastructure projects in recent years, India plummeted to 44th place in the World Bank's Logistics Performance Index (LPI) 2018, down from 35th place in 2016. To close the gaps in the logistics ecosystem, a holistic strategy will be required. Multiple issues plague the sector today, including last mile and capacity deficiencies, a lack of digital integration among stakeholders, a shortage of skilled manpower and slow adoption of technology.

Infrastructure:

It is one of the most significant roadblocks to the logistics sector's expansion. It manifests itself in insufficient and low-quality multi-modal and terminal transportation infrastructure, a suboptimal modal mix, inefficient and ill-designed cargo and container storage facilities, inefficient operations and maintenance routines, and poor technology adoption/adaptation. As a result, freight transit times are long and non-reliable, resources are wasted, and fleet management is poor. The majority of investment is in typical warehouses that are used for storage with single-user facilities and have an average size of less than 10,000 sq. ft.¹ and a height of 3 to 4 meters. Since the mode of transport, as well as storage and terminal handling methods, are rarely linked to cargo characteristics, high-cost modes such as roads are overused at the expense of cost-effective and sustainable modes such as inland waterways and railways.

Skill Development:

Although India has a demographic advantage, the logistics sector's supply of adequately skilled workers remains a concern because it is still considered an auxiliary rather than a mainline industry. It is not a favoured choice among professional employees due to the disorganized nature of the industry, which is characterized by poor working conditions and low pay scale.

Regulatory Hurdles:

Obstacles in land acquisition and consolidation, as well as changes in land usage remain key roadblocks. The sector's troubles are exacerbated by a lack of openness in compliance.

Adoption of Technology:

Another major stumbling block has been the slow acceptance of new technology. There is a lack of understanding of the economic benefits of employing digital technology, and collaboration among stakeholders is lacking. As a result, the logistics ecosystem is riddled with inefficiencies and underutilized assets. Inadequate technical understanding and a lack of technology systems exacerbate the problem.

1. Maharashtra Logistics Parks Policy 2018

1.1 Initiatives by the Government of India

PM GatiShakti National Master Plan :

A national multi-modal connectivity plan that brings together multiple ministries like railways, roads, and shipping to plan and implement infrastructure connectivity projects in a coordinated and integrated approach. It will represent all economic zones as well as the infrastructure necessary to support them, with the intent of holistically unifying all multimodal connectivity developments and empowering central and state stakeholders to overcome gaps in the movement of people, goods, and services.

Below is the list of mandatory layers which need to be uploaded on the PM GatiShakti portal by every state and UT to synergize future infrastructure projects in the state in line with the vision of a holistic countrywide development plan.

Land records	Forest	Wildlife
Eco sensitive zones	CRZ	Reserve forest
Water resources	Rivers	Embankments
Canals	Reservoirs dams	Soil type
Seismicity	Flood maps	Power transmission and distribution
Mining areas	ASI sites	Tourism sites
Roads	Water supply pipelines	Sewer lines
Drainage	Economic zones	Industrial parks

National Logistics Policy:

The Government of India is framing a National Logistics Policy to promote the seamless movement of goods across the country. The policy will be a multi-jurisdictional mechanism that will cut across silos by integrating policies, schemes, and legal frameworks from various ministries/departments, contributing to PM GatiShakti's vision. The strategy would concentrate on several issues, including the development of multimodal logistics infrastructure, digitization, and process reengineering, among others.

LEADS (Logistics Ease Across Different States) :

A Pan-India annual survey involving feedback from stakeholders (such as traders/shippers, exporters/importers, freight forwarders, transporters, logistics & supply chain service providers, etc.) to rank States & UTs on their ability to facilitate logistics and suggest action points for improvement.

Himachal Pradesh has been ranked 20th in the LEADS report for the year 2021 which was an improvement from the 22nd position secured in the LEADS 2019.

The state's continued focus on infrastructure, measures to increase the Ease of Doing Business, and numerous fiscal incentives granted under the state Industrial Investment Policy have all contributed to the state's improved standing in the study.

National Conference on Logistics:

In January 2021, a country-wide conference with States and UTs was held with the primary goal of integrating the logistics sector, wherein stakeholders across the ecosystem would work together and in harmony to help bolster the logistics sector and make India a competitive destination and manufacturing hub. LEADS, Smart Enforcement, Warehousing, City Logistics and Driver Empowerment and Employment, Green and Clean Logistics, and others are amongst the conference's main subjects. States were expected to adopt the best practices prevalent across country to promote logistics services.

Focus areas to improve the logistics sector in the States:

The Hon'ble Minister of Commerce and Industry wrote a letter to the States and UTs outlining measures that States might take to improve logistics and convenience of life. The letter highlighted 18 areas for integrated logistics growth, including efforts to connect production and consumption centers, decongest metropolitan areas, move toward a minimal inspection ecosystem, increase first- and last-mile connectivity, and so on.

Bharatmala:

The Bharatmala Pariyojana project envisages the development of about 26,000 km length of roads through 50 new economic corridors connecting 550 districts nationally. The project aims to improve logistics efficiency by eliminating chokepoints on existing corridors and developing Multi-Modal Logistics Parks across strategic locations to reduce the logistics cost of freight.

Parvatmala:

Another connectivity project envisioned by the GOI for the development of ropeways in hilly areas to encourage tourism and encourage an efficient and safe alternate transport network. It is also eco-friendly compared to other transport modes and especially for ecologically sensitive mountainous regions.

Sagarmala:

Another ambitious plan is to develop and link India's vast coastline and hitherto underutilized inland waterways to reduce dependence on a single mode of transportation.

2. Himachal Pradesh:

Himachal Pradesh is the northernmost state of India and shares borders with the union territories of Jammu & Kashmir and Ladakh to the north, and the states of Punjab to the west, Haryana to the southwest, Uttarakhand to the southeast and a very narrow border with Uttar Pradesh to the south. The state also shares an international border to the east with the Tibet Autonomous Region in China.

Himachal Pradesh is India's Fruit Bowl and ranks 2nd in Apple and Almond production². It is also Asia's second-largest pharmaceutical hub. Himachal Pradesh is also the country's biggest fruit grower. It is also the first state in the country to create SWAN (State Wide Area Network) for e-governance and the first state to successfully implement 'e-samadhan' for redressal of public concerns. Himachal Pradesh is placed first in the Northern states and third overall in the country on the HDI Index, as well as first among Indian states in terms of UN Sustainable Goals. PHD

2. <https://emerginghimachal.hp.gov.in/>

Chamber of Commerce has ranked Himachal Pradesh as the most consumer-friendly state in India. In addition to being one of the fastest-growing states in terms of Ease of Doing Business, it is also India's least corrupt state according to the CMS – India Corruption Study 2017. Himachal Pradesh has been ranked first among the Hill States in terms of human resource development and public infrastructure.

The harsh climatic circumstances, as well as topographical and geographical severities, pose hurdles to the industrialization process. In such a setting incentives and subsidies, as well as the development of necessary infrastructure, become the primary instruments for attracting industrial investment into the state. The State has been able to compensate for the drawbacks of location and geography to a large extent by investing heavily in infrastructure. Factors such as low-cost, high-quality power, amicable labour relations, low-cost land and a clean environment, investor-friendly administration, enticing incentives and tax breaks, and proximity to Northern markets all contribute to the State's thriving investment climate which has helped its growth to remain at par with the national growth rate and also score higher ranking in development indicators.

The state has implemented the Himachal Pradesh Industrial Investment Policy 2019, as well as the State Mission on Food Processing and Energy Policy 2021, with the goal of encouraging private businesses to set up industrial enterprises in the state, which will require a robust logistics network, which this policy aims to provide.

3. Definitions & Eligibility :

Air Freight Station means a customs notified off-airport common user facility equipped with fixed installations of minimum requirement and offering services for handling and temporary storage of import and export cargo, etc. These facilities may be equipped with customs/non-customs bonded warehousing, parking area etc. and other common user facilities required to carry out efficient operations.

These facilities shall be developed at strategic locations to provide air cargo clearance in hinterland and bonded truck directly to airports.

Anchor Enterprises means the first Industrial Enterprise established in a notified Industrial Area(s) or first unit established outside Industrial Area in a particular Development Block of a district, with the minimum Fixed Capital Investment as under :—

- (i) Category A :- Rs.200 Crore and employing minimum 200 Bonafide Himachalies.
- (ii) Category B :- Rs.150 Crore and employing minimum 150 Bonafide Himachalies.
- (iii) Category C :- Rs.100 Crore and employing minimum 100 Bonafide Himachalies.

Bonafide Himachali means a resident of the State of Himachal Pradesh as defined by the State Government from time to time.

Categorization of State as per the state Industrial Policy has been done into three categories of Areas: "A", "B" and "C" to create a favourable investment climate for existing industries to grow as well as to attract additional investment in the State and to ensure a balanced development of the Industrial and Service Sector throughout the State.

- Category A – Industrially Developed Areas
- Category B – Industrially Developing Areas
- Category C–Tribal Areas, Industrially Backward Development Blocks & Backward Panchayats.

Change in Land Use (CLU) MSME enterprises set up in Category B & C areas would be exempted from payment of the change in land use charges levied under the provisions of H.P. Town and Country Planning Act-1977.

Cold Chain Facility means minimal processing of perishable/ temperature sensitive cargo such as agriculture, horticulture, dairy, fish & marine, poultry & meat products, pharma etc. with a linkage from source to the consumer. The minimum investment is INR 10 Cr. and minimum required land area of 1 acre.

Eligible Service Sector Units an enterprise in the services sector that requires significant capital expenditure and has significant employment generation potential.

Existing Industrial Unit means an industrial unit that commenced commercial production/ operation before 01-04-2017.

Fixed Capital Investment (FCI) means and includes investment in plant and machinery and land and building connected directly for the infrastructure.

Inland Container Depot (ICD)/ Container Freight Station (CFS) should have a minimum land area of 10 acres and a minimum investment of INR 15 Cr.

Large Enterprises mean enterprises having investments above INR 50 Cr. and annual turnover more than INR 250 Cr. in case of manufacturing enterprises and specified category of service enterprises as per Annexure-II of the Himachal Pradesh Industrial Investment Policy, 2019.

Logistics Park includes Inland Container Depot (ICD), Container Freight Station (CFS), Airfreight Stations (AFS), Warehouse, Cold Chain storage and logistics infrastructure, and development of related infrastructure. A minimum of 85% of the total area is to be used for providing logistics services and remaining 15% of the area shall be allowed for mixed land use. The minimum area should be 10 acres with a total investment of at least INR 30 Cr. and will include but not be limited to the following activities:

- Warehousing and Cold Chain Facility
 - Sorting, grading, packaging/repackaging, tagging/labelling
 - Distribution and Consolidation
 - Testing and Inspection Facilities
 - Automation, semi-automation or manual process including module assembly.
 - CA Stores, open and cold stores
 - Modified Atmosphere (MA) Chambers
 - Individual Quick Freezing (IQF)
 - Mobile pre-cooling vans and reefer trucks
- Logistics Services
 - Transport of Cargo and Container
 - Operations within logistics facilities
 - Transfer arrangements of truck and container terminals
 - Cargo handling equipment facilities for logistics services
 - Sector-specific in-bound and out-bound logistics
- Infrastructure for value-added and ancillary industries
 - Internal road and public transport system
 - Power line and EV Infrastructure

- Effluent Treatment Plant, Sewage and Drainage lines
- Internet/Telecommunication facilities
- Parking Facility

- Commercial Activity
 - Hotel, Restaurants and Canteen
 - Hospitals and medical shops
 - Banks and Petrol Pumps
 - Office Space and Dormitory

Micro, Small and Medium Enterprises (MSME).—Means enterprises having investments upto INR10 Cr. in plant and machinery in case of manufacturing enterprises or INR 5 Cr. in equipment's in case of specified category of service enterprise as per Annexure-II of the Himachal Pradesh Industrial Investment Policy, 2019.

Mixed Land Use.—Is the practice of allowing more than one type of use in a building or a set of buildings which can be a combination of residential, commercial, industrial, office, institutional or other land uses.

Multi-Modal Logistics Park.—Means a logistics facility with multimodal freight handling facility and accessibility to more than one mode of transport with a minimum area of 15 acres and a total investment of at least INR 50 Cr. Multi Modal Logistics Park (MMLP) shall have the following provision:

- MMLP's should be accessible, at minimum, by a 2- lane paved road, with a minimum approach road of 60 ft.
- FAR on different components of the Warehouse/Logistics Park/MMLP shall be applicable as per the prevailing norms of Town and Country Planning Department.
- MMLP's should have access to a rail siding.

Private Freight Terminal/PM GatiShakti Multi-modal Cargo Terminal (GCT).—A terminal notified under PM GatiShakti Multi-modal Cargo Terminal (GCT) or PFT policy to deal with rail-based cargo including containers. Greenfield PFT means a new PFT commissioned on private land under the provisions of the PFT policy. Brownfield PFT is used to refer to an existing private siding (including the private sidings dealing with container traffic) converted into PFT under the policy.

Processing Centre.—Means units with facility for weighing, sorting, grading, cleaning, waxing, packing, pre-cooling, fog treatment, irradiation facility, etc. with minimum area of 0.5 acre and minimum investment of INR 50 Lakh.

Truck Terminals.—Means an area which is developed with amenities such as parking spaces, transport offices, repair and maintenance shops, spare parts stores, ATMs, fuel stations, sanitary facilities, weighbridges, storage spaces, lodging facilities for drivers and helpers etc. with a minimum area of 2 acres.

The trucks terminals can be classified under 2 models namely Origin/Destination and Transit. Transit Model would be apt for terminals on highways while terminals in the central business districts/industrial area would fall under Origin/Destination model. The key components/development norms to be included for Truck Terminals will be as follows:

Sl. No.	Facility	Origin / Destination Model	Transit Model
1.	Idle truck parking space (considering approx. 80 sqft/ truck parking area)	5-10% of the terminal area	>60% of the terminal area
2.	Lodging Facilities	7-8% of the terminal area	2-3% of the terminal area
3.	Transport Operators Offices to promote consolidation	Required	Not Required
4.	Commercial activities like restaurant, Bank/ATM, retail shops, fuel pump, repair and service station, medical facility etc.)	Required	Required

Warehouse.—Means any premises which include a place for storage and/or accumulation of goods under controlled conditions and also equipped for providing handling, transportation as well as value-added services such as sorting, grading, packaging etc.

The minimum area requirement for the warehouse shall be 1 acres with a minimum storage area of 60%.

4. Vision :

To develop and upgrade an integrated logistics ecosystem that is reliable, sustainable and promotes Industrial competitiveness with a low carbon footprint to fuel the economic growth of Himachal Pradesh and drive its ambition to be a torchbearer of sustainable industrialization.

5. Policy Objectives:

The Policy aims to achieve the following objectives to ensure comprehensive development of the logistics sector in the state:

1. Create an efficient and sophisticated logistics ecosystem to support state's industrial growth by strengthening institutional support through inter-departmental coordination in planning, implementation and monitoring of policies and measures affecting logistics industry.
2. To strengthen the logistics infrastructures of the state by promoting investment from private sector to develop Inland Container Depots (ICDs), Common Facility Centres, Integrated Cold Chain, Logistic Parks, Truck Terminals, Air Cargo facilities, Quality testing labs, Integrated Cold Chain etc.
3. To create quality and cost competitive multi-modal Logistics infrastructure to provide fully integrated value-added logistic services in the State.
4. Promotion and adoption of electric and other alternate environmentally friendly technologies for sustainable logistics operations.
5. Advocate digitization of services for end-to-end visibility and cost reduction in the complete value chain.

6. To enhance first and last mile connectivity to economic zones of the State in order to reduce the cost of logistics and make the products manufactured in the state more competitive in the domestic and international markets.
7. Capacity building of skilled workforce to meet the long-term requirement of the industry.

6. Policy Tenure:

The Policy shall come into effect from the date of notification by the Government of Himachal Pradesh for a period of 5 years or till the declaration of a new or revised policy whichever is higher. This Policy would work in tandem with “**The Himachal Pradesh Industrial Investment Policy, 2019**” and “**Rules Regarding Grant of Incentives, Concessions and Facilities for Investment Promotion in Himachal Pradesh-2019**”.

In case of any amendment in the policy the existing incentives committed to enterprises would not be withdrawn and would continue to remain in effect until the policy tenure.

7. Implementation and Impact Assessment:

The Policy will be implemented through state specific action points identified after detailed As-Is Assessment of logistics and industrial infrastructure in the state. The precise elements will serve as the framework for a State Integrated Logistics Plan that will be assigned to various state departments and implemented in a timely manner. Further, sector specific logistics cost assessment to assess the logistics cost reductions through implementation of State Logistics Policy will be made integral part of State logistics action plan. The Assessment would be a yearly review exercise to evaluate the intended impact on the logistics efficiency in the country based on measures taken by individual state governments. It would broadly assess the impact on the following aspects of the logistics ecosystem:

- Infrastructure
- Direct and Indirect Logistics Cost
- Service delivery
- Human Resources

8. Policy Interventions:

8.1 Infrastructure Support:

To support the existing industrial corridor, the state would provide the required infrastructure assistance for the establishment of an Industrial Logistics and Warehousing Hub in the Baddi-Barotiwala-Nalagarh region.

Himachal Pradesh currently lacks a robust network of customs ports, with only one ICD facility located in Baddi. The state government will continue to look into the possibility of establishing new ICDs and CFS's as needed, as well as assist the development of logistic parks, warehousing zones, and other similar facilities wherever feasible.

The state would support the establishment of transportation and warehousing zones at strategic locations. The Department of Industries will identify locations outside the city limits that have natural advantages for the growth of the logistics and warehousing sector and will set up these zones by providing affordable land and other common infrastructure.

Under the Parvatmala program of the Government of India, the State would look for possible sections to create ropeways as an alternative and cost-effective means of transportation on a PPP basis.

A state-level City Logistics Committee (CLC) to be formed under the chairmanship of the respective district's Deputy Commissioner to design and implement city logistics development in accordance with the National Logistics Policy, allowing the state to play a key role in advising, planning, stakeholder coordination, and progress assessment, among other things.

8.2 Green Logistics:

Electric vehicles as well as vehicles that use alternative fuels such as CNG, Hydrogen, LNG, and ethanol will be encouraged to establish Himachal Pradesh as a model state for green technology adoption among hilly states.

To assist both passenger and cargo transportation inside the state, the state would build a robust public charging station network.

The state will create a system of evaluation, incentives, and recognition to encourage the adoption of environmentally friendly practices in the sector.

In its endeavour to promote green logistics, the State shall set up scrappage yards on PPP mode at convenient locations to facilitate easier disposal of conventional vehicles.

8.3 Skill Development:

As part of Himachal Pradesh Kaushal Vikas Nigam programs on skill development, the state will examine multiple skilling possibilities across various skill levels and functions, as well as design courses for skilled and semi-skilled logistics functions such as drivers, loaders, warehouse staff and logistics specialists.

With the goal of developing a mainstream logistics training system, the State would implement specific programs under Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Deen Dayal Upadhyay Grameen Kaushal Vikas Yojana (DDU-GKY), State Skill Missions, and particular sector skill councils.

The State shall encourage partnership with academic institutions and private training centres to enhance logistics skill development in younger workforce enabling the industry to employ skilled resources in the sector.

Himachal Pradesh has always been a torch bearer of gender-inclusiveness and this shall continue with an objective of increasing the participation of women in the logistics sector by reviewing existing policies and guidelines and taking special initiatives to train women in the logistics domain.

The State will establish programmes to train personnel in providing specialized services for handling and transporting perishable and hazardous cargo.

The state plans to establish a driver training institute to impart the abilities essential for driving especially in Himachal's steep terrains.

8.4 Technological Advancements:

The state will promote the use of technology for the secure exchange of information and paperwork, as well as for transacting by being part of ULIP initiative of GoI.

To accelerate digital innovation, the state will also take steps to incubate and promote the start-up ecosystem in conjunction with industry and academics. It will also take steps to encourage technology suppliers, start-ups, and others to file technical patents.

The state would facilitate the creation of a Logistics Centre of Excellence to boost innovative logistics solutions and identify emerging technologies/practices especially for Agriculture and Horticulture products in consultation with industry and academia.

8.5 Smart Enforcement:

To improve logistics ease, the state would implement IT-enabled smart interventions such as an smart enforcement application having integrated risk management system.

State shall aim to build GatiShakti data centres to integrate various departments and promote a culture of self-compliance among organizations. This activity will be in line with GatiShakti NMP funding guidelines to build capabilities in the state to manage SMP activities.

Implement Automatic Number Plate Recognition System (ANPR) to eliminate unwarranted physical checks and implement an e-Challan system across the state.

Equip Interceptors/Flying squads with SMART wearables like body cameras with video recording capabilities for better enforcement across the state.

8.6 Regulatory Support:

For enhanced convenience and transparency, the State shall develop an approval mechanism of creating a common application form for setting up units in the logistics sector in the present single window clearance setup.

According to the aforesaid rule, the logistics sector may be presented with a comprehensive list of services that can be notified with specified timeframes ranging from one day to sixty days for Deemed Approval.

The State shall earmark upto 20% dedicated land for development of logistics facilities including warehouses, truck terminals etc. for captive use in upcoming industrial areas in the state up to a maximum of 10 acres to aid in the holistic development of the logistics sector.

The state has accorded the logistics industry "Infrastructure Status" to make it simpler for the sector to obtain substantial sums of money in the form of External Commercial Borrowings (ECB) with a longer term to account for the prolonged gestation period for infrastructure projects.

Under this policy warehouses, Logistics Parks, ICDs/CFSSs, MMLPs, PM GatiShakti Multi Modal Cargo Terminals, Air Freight Stations, Private Freight Terminals, Cold Chain Facilities, Processing Centres and Truck Terminals are granted "Industry" status.

The state shall endeavour to accord the non-polluting Warehousing sub-sectors "White Status" to facilitate approvals and eliminate the need for Consent to Establish / Consent to Operate.

8.7 First/ Last Mile Connectivity:

It will be the state's goal to build key logistics hubs that can handle freight from the state's higher reaches, particularly agricultural and horticulture products to support first mile connectivity. Shoghi in the Shimla district, Sauli Khad in the Mandi district, and Pandoga in the Una district are all potential locations for such logistical hubs.

The State shall provide incentives for setting up primary processing centres to facilitate the vast Agro-industry in the state.

9. Incentives:

In the State's endeavour to create a welcoming environment for investments into the logistics sector and to attract specialized private logistics players to Himachal Pradesh, fiscal incentives being provided for eligible activities in **Himachal Pradesh Industrial Investment Policy 2019, State Mission on Food Processing and Energy Policy 2021** would be extended to the logistics sector.

The State shall encourage adoption of Electric Vehicles for Freight transportation and will extend all the available incentives covered under **Mukhya Mantri Swavalamban Yojana**.

10. Institutional Framework:**10.1 Empowered Group of Secretaries (EGoS):**

The Government of Himachal Pradesh has constituted an Empowered Group of Secretaries under the Chairmanship of Chief Secretary, Himachal Pradesh for the overall development of logistics sector in the State of Himachal Pradesh and also to ensure the projects are in line with the vision of PM GatiShakti NMP. The EGoS has representatives from all major State Departments and its composition shall be as under:—

Sl. No.	Member	Designation
1.	Chief Secretary, Himachal Pradesh	<i>Chairman</i>
2.	Additional Chief Secretary, Forest	<i>Member</i>
3.	Additional Chief Secretary, MPP & Power , NCES	<i>Member</i>
4.	Additional Chief Secretary, Industries	<i>Member</i>
5.	Principal Secretary, Revenue	<i>Member</i>
6.	Principal Secretary, Transport	<i>Member</i>
7.	Principal Secretary, PWD	<i>Member</i>
8.	Principal Secretary, Information Technology	<i>Member</i>
9.	Principal Secretary, Urban Development	<i>Member</i>
10.	Principal Secretary, Tourism	<i>Member</i>
11.	Principal Secretary, Town & Country Planning	<i>Member</i>
12.	Secretary, Housing	<i>Member</i>
13.	Secretary, Jal Shakti Vibhag	<i>Member</i>
14.	Director of Industries	<i>Member Secretary</i>

10.2 Terms of Reference of the Empowered Group of Secretaries:

To give directions/order to any of the Departments concerned in the State for the implementation of Integrated State Logistics Plan and National Logistics Policy.

To discuss First mile/ last mile connectivity to National Economic Corridors and major transportation projects including major Rail, Air and Shipping/ Inland waterways terminals.

To approve the State Logistics Plan, State Logistics Policy or any other guidelines, schemes for the promotion of logistics sector in the State.

To review the various measures for enhancing Ease of Doing Business (EoDB) in the State for logistics sector.

To review the performance of departments and agencies in availing and utilisation of grants from Central Government under various schemes for infrastructure developments for logistics and resolve difficulties, if any.

The Empowered Group of Secretaries may co-opt any private/ official/ expert members as required for the overall development of logistics sector.

10.3 Network Planning Group:

The Government of Himachal Pradesh has also constituted a State Logistics Cell under the chairmanship of Administrative Secretary, Industries & Commerce, Himachal Pradesh for overall development of logistics sector in the State. The composition of State Logistics Cell shall be as under:—

Sl. No.	Member	Designation
1.	Administrative Secretary, Industries	(Chairman)
2.	Director, Department of Industries	(Convenor)
3.	Director, Department of Transport	(Member)
4.	Secretary, Department of Revenue	(Member)
5.	Engineer-in-Chief, PWD	(Member)
6.	Engineer-in-Chief, IPH	(Member)
7.	Managing Director, HPSEBL	(Member)
8.	Director, Department of Town and Country Planning	(Member)
9.	Director, Department of Urban Development	(Member)
10.	Member Secretary, AGiSAC	(Member)
11.	Director, Department of Tourism and Civil Aviation	(Member)
12.	Director, Department of Rural Development	(Member)
13.	Additional Director, Department of Industries	(Co-Convenor)

10.4 Terms of Reference of the Network Planning Group:

To prepare integrated logistics plan and policy and suggest amendments from time to time

To facilitate the investors in obtaining regulatory clearances from departments concerned of State and Central Government.

To coordinate with allied departments for overall development of logistics sector in the State.

To maintain data of warehouses facilities setup in the State of Himachal Pradesh

To implement any other tasks/directions issues by Empowered Group of Secretaries for the development of integrated logistics sectors in the State of Himachal Pradesh.

The Network Planning Group may co-opt private/official/expert members as required for the overall development of logistics sector.

10.5 Technical Support Unit (TSU):

The Government of Himachal Pradesh has constituted a Technical Support Unit under the chairmanship of Director of Industries, Himachal Pradesh for the overall development of logistics sector in the State of Himachal Pradesh and to ensure the projects are in line with the vision of PM GatiShakti NMP. The composition of Technical Support Unit shall be as under:—

Sl. No.	Member	Designation
1.	Director, Department of Industries	<i>Chairman</i>
2.	Additional Director, Department of Industries	<i>Convener</i>
3.	Additional Director, Department of Transport	<i>Member</i>
4.	Joint Secretary, Department of Revenue	<i>Member</i>
5.	Chief Engineer, HQ, PWD	<i>Member</i>
6.	Chief Engineer, HQ, Jal Shakti Vibhag	<i>Member</i>
7.	Chief Engineer (System and Planning), HPSEBL	<i>Member</i>
8.	Additional Director, Department of Town and Country Planning	<i>Member</i>
9.	Additional Director, Department of Urban Development	<i>Member</i>
10.	Joint Member Secretary, AGiSAC	<i>Co-Convener</i>
11.	Deputy Director, Department of Tourism and Civil Aviation	<i>Member</i>
12.	Additional Director, Department of Rural Department	<i>Member</i>

10.6 Terms of Reference of the Technical Support Unit:

- To assist in data gathering and guidance to departments
- To support departments in preparing DPRs with the help of designated consultant
- Validation of DPRs as proposed by the concerned departments
- To schedule regular follow ups to review progress
- To resolve issues raised by the line departments if any

Annexure I—Categorization of the State for Disbursement of Incentives:

Sl. No.	District	Category “A” Areas (excludes Backward Panchayats)	Category ‘B’ Areas (Entire area under the following Development Blocks including left out areas of the Development Blocks indicated under Category 'A' Areas and excludes any Backward Panchayat)	Category ‘C’ Area (Includes all Tribal Areas, Development Blocks mentioned under this category and includes all Backward Panchayats located in 'A' and 'B' Category Areas)
1.	Bilaspur		Bilaspur Sadar, Ghumarwin, Jhandutta, Shri Naina Devi Ji	
2.	Chamba		Bhattiyat, Chamba	Bharmour, Pangi, Tissa, Salooni, Mehla
3.	Hamirpur		Hamirpur, Bijhari, Nadaun, Bhoranj, Sujampur-Tihra, Bamsan	
4.	Kangra		Kangra, Rait, Nagrota Bagwan, Panchrukhi, Fatehpur, Lamba Gaon, Baijnath, Nagrota Surian, Dehra, Bhawarna, Paragpur, Indora, Nurpur, Sulah, Dharamshala.	
5.	Kinnaur			Kalpa, Pooh, Nichar
6.	Kullu		Kullu, Naggar-Katra	Anni, Nirmand, Banjar
7.	Lahaul & Spiti			Lahaul (Keylong), Spiti (Kaza)
8.	Mandi		Mandi Sadar, Sundernagar, Balh, Gopalpur, Darang, Chauntra, Dharampur, Bali Chowki, Dhanotu, Nihri, Churag	Seraj, Karsog, Gohar
9.	Shimla		Theog, Mashobra, Jubbal, Basantpur, Narkanda, Totu, Kupvi, Kotkhair	Rohru, Chopal, Chhohara, Rampur, Nankhar
10.	Sirmaur	1. All areas included in Kanungo circles of Majra and Paonta Sahib including Industrial Area Paonta Sahib in Paonta Sahib Development Block	Rajgarh, Tilordhar, All Left out Areas (<i>i.e.</i> excluding Areas indicated in Category 'A' list) of Paonta Sahib, and Nahan Development Blocks	Pachhad, Sangrah Shillai

		2. All areas included in Kanungo circles of Nahan including Industrial Area Kala Amb in Nahan Development Block		
11.	Solan	1. All Areas included in Kanungo circles of Kasauli including Industrial Area Parwanoo in Dharampur Development Block 2. All Areas included in Kanungo circles of Nalagarh and Doon, including Industrial Area/s Baddi, Barotiwala, EPIP etc. in Nalagarh Block	Kandaghat, Kunihar, Solan	
12.	Una		Amb, Gagret, Bangana, Una, Haroli,	

Annexure II—Eligibility for incentives under State Mission on Food Processing

1. Scheme of Cold Chain, Value Addition and Preservation Infrastructure (for non-horticultural products) under SMFP

Eligible Sectors:

Following sectors may be covered under the scheme:

—Dairy-All milk and milk products, etc.

—Meat- All meat and meat products etc.

—Aquaculture and marine products like Prawns, Seafood, Fish, and their processed products etc.

—Any other non-horticultural food products requiring integrated cold chain.

Eligible Organizations:

Integrated cold chain and preservation infrastructure may be set up by individuals or groups of entrepreneurs interested in supply chain management, organizations such as Govt. /PSUs/Joint Ventures/ NGOs/Cooperatives/ SHG's/private Sector Companies and Corporations etc.

Pattern of Assistance:**—Grant-in-aid**

Grant-in-aid @ 50% of the bank appraised project cost or 50% of actual investment on building, Plant & Machinery whichever is less subject to a maximum of INR 5 Cr. per project. The cost of land and pre-operative expenses and any component other than cost of building and plant & machinery will not be eligible for the purpose of calculation of grant-in-aid.

Interest subsidy:

The interest subvention will be for a period of 7 years from the date of completion of the project and commencement of commercial production as certified by concerned GM, DIC/MS, SWCA. Every year the interest subsidy @ 7% will be paid to the Bank/FI directly against the term loan sanctioned and availed by it, subject to a maximum of INR 25.00 lakhs per year.

Renewable Energy based pilot cold chain projects:

Grant in aid @ 90% of the bank appraised cost including the cost towards setting up of the solar power plant, subject to a maximum of INR 5 Crores. There will be no component of interest subsidy.

2. Implementation of setting up of Primary Processing Centers /Collection Centers in the rural areas under State Mission on Food Processing:**Eligibility Sectors:**

The Scheme is applicable to both horticulture and non-horticulture produce such as fruits, vegetables, grains & pulses, dairy products, meat, poultry and fish etc.

Eligible Organizations:

The individual entrepreneurs/farmers, group of entrepreneur/farmers, associations, co-operative societies, self-help groups, non-government organizations are eligible for assistance under the scheme for developing the above facilities.

Pattern of Assistance:

Maximum of amount of grant-in-aid admissible under the scheme is INR 2.50 Cr. as per details given below:

—Grant-in-aid for PPC/CC will be provided @ 75% of the eligible project cost

—Cost of land, preoperative expenses, margin money for working capital and contingency, non-technical civil works and plants & machinery not directly related to the PPC/CC will not be eligible for calculating eligible product cost.

3. Scheme of Reefer Vehicles Under SMPF:**Eligible Organizations**

The assistance will be available to the individual entrepreneurs, partnership firms, registered societies, co-operatives, NGOs, SHGs, Companies and Corporations etc.

Pattern of Assistance:

Reefer Vehicles/ Mobile Pre-Cooling vans.—Credit linked back ended grants in aid @ 50% of the cost of New Reefer Vehicle(s)/Mobile pre-cooling van(s) upto a maximum of INR 50.00 lakh. The reefer unit and refer cabinet permanently mounted on the vehicle are eligible.

राजस्व विभाग

अधिसूचना

शिमला-02, 16 जून, 2022

संख्या: राजस्व-घ/(एफ) 4-5/2020-(सिरमौर).—हिमाचल प्रदेश भू-अभिलेख नियमावली, 1992 के पैरा 3.17 एवम् 3.18 में वर्णित/निर्दिष्ट प्रावधानों/मानकों में छूट देते हुए राज्यपाल, हिमाचल प्रदेश तहसील नाहन, जिला सिरमौर के अन्तर्गत पटवार वृत्त त्रिलोकपुर, मोगीनन्द तथा बरमापापड़ी का विघटन/पुनर्गठन करके 5 नये पटवार वृत्त पालियों, आम्बवाला सैनवाला, कालाअम्ब, देवनी और नागल सुकेती, तहसील नाहन, जिला सिरमौर, हिमाचल प्रदेश का अनुबन्ध 'क' में दिये गए विवरण अनुसार खोलने का सहर्ष आदेश देते हैं। इन पटवार वृत्तों हेतु पांच पद पटवारी वेतनमान मु0 10300-34800+3200 ग्रेड पे [पूर्व संशोधित (Pre revised)] मांग संख्या: 5, मुख्यशीर्ष-2029-00-103-04 (गैर-योजना) एवं पांच पद अंशकालिक कार्यकर्ता (Part time worker) के सृजन की भी स्वीकृति प्रदान की जाती है।

आदेश द्वारा,

ओंकार चन्द शर्मा,
प्रधान सचिव एवं वित्तायुक्त,
(राजस्व)।

अनुलग्नक 'क'

नव सृजित पटवार वृत्त पालियों स्थिति निम्न प्रकार से होगी:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
पालियों	1.	चुड़न	102	25	159	50	175	99	288
	2.	अन्धेरी	212	48	160	52	84	160	281
	3.	पालियों	112	64	266	94	123	324	513
	4.	भोगपुर सिम्बलवाला	111	66	274	60	113	256	299
	5.	गुमटी	98	39	313	53	88	171	731
	6.	अरण्डवाला	24	14	106	8	10	54	42
कुल जोड़. .			659	256	1278	317	593	1064	2154

नव पटवार वृत्त आम्बवाला सैनवाला की स्थिति:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
आम्बवाला सैनवाला	1.	सलानी	259	54	321	98	154	250	622
	2.	महोलिया खदोला	228	70	470	140	235	368	1384
	3.	आम्बवाला सैनवाला	179	75	1156	361	453	320	2336
कुल जोड. .			666	199	1947	599	842	938	4342

नव सृजित पटवार वृत्त कालाअम्ब की स्थिति:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
कालाअम्ब	1.	जोहड़ो	151	32	411	161	186	381	500
	2.	रामपुर जटान	275	79	905	357	434	415	1010
कुल जोड. .			426	111	1316	518	620	796	1510

नव सृजित पटवार वृत्त देवनी की स्थिति:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
देवनी	1.	देवनी	496	137	514	249	332	564	2061
	2.	पीपलवाला	106	48	128	62	78	68	2721
	3.	बीर विक्रम आबाद	433	158	603	235	273	570	—
कुल जोड. .			1035	343	1245	546	683	1202	4782

नव सृजित पटवार वृत्त नागल सुकेती की स्थिति:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
नागल सुकेती	1.	नागल सुकेती	316	97	505	164	269	407	1782
	2.	ओगली	292	48	846	357	417	255	1202
कुल जोड. .			608	145	1351	521	686	662	2984

नये पटवार वृत्त पालियों, आम्बवाला सैनवाला, कालाअम्ब, देवनी व नागल सुकेती के सृजन उपरान्त पटवार वृत्त त्रिलोकपुर की स्थिति निम्न प्रकार से होगी:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
त्रिलोकपुर	1.	त्रिलोकपुर	742	102	1139	252	345	419	3296
	2.	कोटला	57	14	54	17	19	64	—
	3.	मीरपुर गुरुद्वारा	141	57	250	89	110	245	—
	4.	खैरी	211	44	534	239	261	212	—
कुल जोड़ .			1151	217	1977	597	735	940	3296

नये पटवार वृत्त पालियों, आम्बवाला सैनवाला, कालाअम्ब, देवनी व नागल सुकेती के सृजन उपरान्त पटवार वृत्त मोगीनन्द की स्थिति निम्न प्रकार से होगी:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
मोगीनन्द	1.	मोगीनन्द	369	106	854	375	480	484	1284
कुल जोड़ .			369	106	854	375	480	484	1284

नये पटवार वृत्त पालियों, आम्बवाला सैनवाला, कालाअम्ब, देवनी व नागल सुकेती के सृजन उपरान्त पटवार वृत्त बरमापापड़ी की स्थिति निम्न प्रकार से होगी:

पटवार वृत्त	क्रम संख्या	राजस्व ग्राम	कुल रकबा है०	कृष्ट	कुल नम्बरान खसरा	कुल खाता	कुल खतौनी	कुल माल	जनसंख्या
बरमापापड़ी	1.	बरमापापड़ी	207	101	603	159	262	442	1362
	2.	कण्डईवाला डाकरा	287	82	447	129	241	423	1206
	3.	जंगला भूड	75	58	248	85	114	267	905
	4.	गुरुद्वारा ढांगवाला	85	46	176	50	59	159	502
	5.	अमराईयो बकारला	70	29	135	35	56	97	335
	6.	नेरी कोटड़ी	113	60	306	100	142	277	586
कुल जोड़ .			837	376	1915	558	874	1665	4896

राजस्व विभाग

अधिसूचना

शिमला-02, 16 जून, 2022

संख्या: राजस्व-घ(एफ)4-10/2019 (कांगड़ा).—हिमाचल प्रदेश भू-अभिलेख नियमावली, 1992 के पैरा 3.17 एवम् 3.18 में वर्णित/निर्दिष्ट प्रावधानों/मानकों में छूट देते हुए राज्यपाल, हिमाचल प्रदेश

उप-तहसील रे, जिला कांगड़ा के अन्तर्गत वर्तमान पटवार वृत्त हटली व मलहन्ता का विघटन करके नये पटवार वृत्त नंगल, उप-तहसील रे, जिला कांगड़ा, हिमाचल प्रदेश का अनुलग्नक 'क' में दिये गए विवरण अनुसार खोलने का सहर्ष आदेश देते हैं। इस पटवार वृत्त हेतु एक पद पटवारी वेतनमान मु0 10300-34800+3200 ग्रेड पे [पूर्व संशोधित (Pre revised)] मांग संख्या: 5, मुख्यशीर्ष-2029-00-103-04 (गैर-योजना) एवं एक पद अंशकालिक कार्यकर्ता (Part time worker) का सृजन/भरने की भी स्वीकृति प्रदान की जाती है।

आदेश द्वारा,

ओंकार चन्द शर्मा,
प्रधान सचिव एवं वित्तायुक्त (राजस्व)।

अनुलग्नक 'क'

नव सृजित पटवार वृत्त नंगल (उप-तहसील रे) की स्थिति निम्न प्रकार से होगी :—

क्रम संख्या	महाल का नाम	खाता / खतौनी	कित्ता	कुल रकबा	कृष्ट	अकृष्ट	माल	जन-संख्या
1.	बदाल	52 / 111	474	104-60-65	18-62-45	85-98-20	199.41	249
2.	पैह	30 / 44	264	20-94-24	06-95-08	13-99-16	20	122
3.	मोच	60 / 88	327	173-93-58	33-66-18	140-27-40	193.21	191
4.	नंगल	87 / 172	537	287-24-06	50-57-61	236-66-45	201.66	319
5.	बरोह झिकला	18 / 48	506	143-93-71	33-46-83	110-46-88	255.73	65
6.	तड़ोली	35 / 45	138	52-31-29	24-06-74	28-24-55	102.48	57
7.	बरोह उपरला	39 / 83	407	121-88-46	25-22-54	96-56-92	72.2	221
8.	कोठार	35 / 63	468	76-47-76	22-11-93	54-35-83	66.86	177
9.	बेही	15 / 20	168	55-27-52	08-12-56	47-14-96	111.87	68
10.	लगड़ा	34 / 65	352	103-18-48	17-53-73	85-64-75	55.1	94
11.	पंजकूड़ा	29 / 68	478	69-01-46	14-87-41	54-14-05	54.67	94
12.	खडौन	49 / 109	320	74-26-80	20-56-25	53-70-55	164.62	185
13.	भाटी अनुतरां	17 / 40	100	14-00-52	02-57-87	11-42-65	14.07	51
14.	भाटी उपरली	14 / 25	214	97-29-06	15-27-83	82-01-23	67.64	35
15.	भाटी डंगवालिचां	8 / 32	138	13-82-63	06-70-51	07-12-12	31.36	56
कुल जोड़ . . 15		522 / 1005	4891	1408-20-22	300-35-52	1107-84-70	1610.88	1984

नये पटवार वृत्त नंगल के सृजन उपरान्त पटवार वृत्त हटली की स्थिति निम्न प्रकार से होगी :—

क्रम संख्या	महाल का नाम	खाता / खतौनी	कित्ता	कुल रकबा	कृष्ट	अकृष्ट	माल	जनसंख्या
1.	हटली	97 / 189	864	387-90-91	82-96-06	304-94-85	439.66	520

2.	घण्डीरी	34 / 46	223	50-32-71	12-39-99	37-92-72	47.5	53
3.	वरुण घण्डीरी	9 / 18	44	10-31-34	05-06-74	05-24-60	19.66	—
4.	रजवाल	20 / 47	411	55-49-04	09-02-41	46-46-63	116.78	72
5.	भाटी जोगिया	13 / 21	97	57-60-88	09-00-31	48-60-57	114.21	7
6.	मैंगल पीर	3 / 6	20	161-13-38	01-00-48	160-12-90	110.95	—
7.	परडाह	21 / 26	103	46-36-51	15-36-73	30-99-78	58.51	16
8.	अन्दराह	40 / 47	322	72-46-51	11-56-73	60-89-78	145.78	130
9.	तुहारड़	66 / 109	704	139-41-19	24-92-72	114-48-47	203.89	210
10.	बाड़ी	66 / 89	612	113-22-49	29-12-54	84-09-95	235.2	97
11.	टुण्ड	18 / 32	186	41-59-80	15-34-97	26-24-83	82.56	59
12.	गनाह	79 / 159	673	102-41-12	35-54-02	66-87-10	228.68	127
13.	थुलाड़ा	20 / 38	278	57-92-96	13-92-65	44-00-31	68.35	23
14.	जंगल कठियाला	1 / 1	78	23-38-13	—	23-38-13	—	—
15.	धनाड़ा	68 / 102	518	206-63-85	30-96-59	175-67-26	160.18	134
16.	कोट	22 / 25	74	29-62-07	11-19-79	18-42-28	25.04	—
17.	डिन्डखर	59 / 72	286	167-92-10	21-29-92	146-62-18	71.55	—
18.	कुंभ झिकली	29 / 43	135	24-66-26	09-51-52	15-14-74	30.79	209
19.	मोहली	156 / 294	1067	491-61-09	84-44-35	407-16-74	690.51	340
कुल जोड़ . . 19		821 / 1364	6624	2240-02-34	422-68-52	1817-33-82	2849.8	1997

नये पटवार वृत्त नंगल के सृजन उपरान्त पटवार वृत्त मलहन्ता का विघटन/पुनर्गठन तथा 2 महाल पटवार वृत्त अगाहर से शामिल करने उपरान्त पटवार वृत्त मलहन्ता की स्थिति।

क्रम संख्या	महाल का नाम	खाता / खतौनी	कित्ता	कुल रकबा	कृष्ट	अकृष्ट	माल	जनसंख्या
1.	छतराल	41 / 93	463	172-43-21	28-76-05	143-67-16	138.26	194
2.	मलहन्ता	72 / 103	382	146-21-42	22-22-42	123-99-00	162.91	296
3.	रूडी	21 / 35	192	61-08-33	13-92-08	47-16-25	41.58	86
4.	उत्याड़ा	8 / 14	73	119-45-31	09-60-33	109-84-98	127.25	—
5.	सिन्हाला	31 / 39	143	71-38-81	16-19-27	55-19-54	40.37	6
6.	भटोली गिलड़ियां	43 / 54	347	133-96-32	16-09-61	117-86-71	87.18	121
7.	जौली	53 / 69	488	107-57-61	25-15-89	82-41-72	211.15	190
8.	उड़ाना	2 / 2	80	74-80-13	—	74-80-13	125.51	—
9.	सरकुलाला	21 / 21	35	36-17-69	—	36-17-69	63.71	—
10.	कफनाली	27 / 36	177	87-25-19	20-37-48	66-87-71	170.21	79
11.	बढाहल	21 / 37	251	43-65-60	09-82-26	33-83-34	42.03	249

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राजपत्र, हिमाचल प्रदेश, 21 जून 2022/31 ज्येष्ठ, 1944

12.	कुलाला	31/54	406	232-96-62	22-16-03	210-80-59	122.18	104
13.	लठयाल	71/114	672	257-02-94	32-44-92	224-58-02	279.07	283
कुल जोड़ . . 13		4442/671	3709	1543-99-18	216-76-34	1327-22-84	1611.53	1608

नये पटवार वृत्त नंगल के सृजन उपरान्त पटवार वृत्त अगाहर की स्थिति निम्न प्रकार से होगी :

क्रम संख्या	महाल का नाम	खाता/खतौनी	खसरा नं०	कुल रकबा	कृष्ट	अकृष्ट	माल	जनसंख्या
1.	दियाणा खास	131/312	1623	273-55-94	63-86-66	209-69-28	381.34	650
2.	भनोली	126/171	666	115-56-93	35-05-90	80-51-03	264.94	535
3.	अगाहर	137/210	631	67-29-14	17-14-41	50-14-73	135.95	715
4.	वैह	65/87	419	140-07-56	28-96-41	111-11-15	147.35	25
5.	भद्रयाल	44/53	155	97-31-43	25-00-15	72-31-28	129.71	92
6.	पुनाल	7/31	281	109-41-47	11-40-92	98-00-55	199.41	14037
7.	पलेला	22/33	284	88-39-30	19-20-01	69-19-29	136.74	25
8.	कुलेली	21/31	198	94-96-49	11-69-35	83-27-14	78.46	31
9.	वनियाणा गुजरां	6/6	100	39-78-31	04-56-20	35-22-11	20.67	15
10.	घुमाली	2/5	63	50-34-69	07-41-55	42-93-14	88.12	2265
कुल जोड़ . . 10		561/949	4420	1076-71-26	224-31-56	852-39-70	1582.69	2265

ELEMENTARY EDUCATION DEPARTMENT

NOTIFICATION

Shimla-2, the 20th June, 2022

No. EDN-C-A(1)3/2018.—The Governor, Himachal Pradesh is pleased to order the opening of New Government Primary School in Seraj Assembly Constituency, District Mandi as follows:—

GPS at Village Bekar, Gram Panchayat Khablech, under Education Block Bagsaid in Seraj Assembly Constituency, District Mandi.

This school may be made functional with immediate effect. Further, the opening of this school is subject to the condition that suitable accommodation, pure and safe drinking water and toilet is provided by the local public, if required.

Teacher/staff in the new School will be deployed through internalization.

By order,

Dr. RAJNEESH,
Principal Secretary (Education).

परिवहन विभाग

अधिसूचना

शिमला-2, 20 जून, 2022

संख्या: टी0पी0टी0-ई(3)-41/2018-II.—हिमाचल प्रदेश के राज्यपाल, मोटर यान अधिनियम, 1988 (1988 का 59) की धारा 89 की उप-धारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, पूर्वोक्त अधिनियम के सुसंगत उपबन्धों के प्रयोजनों को कार्यान्वित करने के लिए जनहित में हिमाचल प्रदेश परिवहन अपीलीय अधिकरण का गठन करते हैं जिसमें अध्यक्ष एवं सदस्य जो जिला न्यायाधीश की पंक्ति से नीचे का न हो या जो उच्च न्यायालय के न्यायाधीश होने की अर्हता रखता हो से गठित होगा।

इसके अतिरिक्त हिमाचल प्रदेश के राज्यपाल, उपरोक्त परिवहन अपीलीय अधिकरण में निम्नलिखित पदों के सृजन का आदेश देते हैं:—

क्रम संख्या	पद का नाम	पदों की संख्या	टिप्पणियां
1.	अध्यक्ष एवं सदस्य राज्य परिवहन अपीलीय अधिकरण	1	—
2.	विधि अधिकारी	1	विधि अधिकारी का पद कार्मिक विभाग के पत्र संख्या: पर(ए0पी0)-सी0-ए0(3)-4/2018, तारीख 25-06-2021 के विनिर्देशों के अनुसार भरा जाएगा। क्योंकि इस प्रवर्ग को डाईनिंग काडर के तौर में घोषित किया गया है।
3.	स्टैनो टाईपिस्ट	1	
4.	जजमेन्ट राइटर (निर्णय लेखक)	1	
5.	अधीक्षक ग्रेड-II	1	सैकेन्डमैन्ट आधार पर भरा जाना है
6.	वरिष्ठ सहायक	1	उपरोक्त
7.	जूनियर आफिस असिस्टेंट (जे.ओ.ए.) (आई. टी.)	2	—
8.	चपरासी	2	—
9.	चालक	यान को आऊटसोर्स किया जाना है। सफाई करने की सेवाओं को भी आऊटसोर्स किया जाना है।	
10.	झाड़ूकस (स्वीपर)		

उपरोक्त अधिकरण की अधिकारिता का विस्तार सम्पूर्ण हिमाचल प्रदेश में होगा।

अधिकरण का गठन इस अधिसूचना के राजपत्र (ई-गजट) हिमाचल प्रदेश में प्रकाशन की तारीख से प्रवृत्त होगा।

आदेश द्वारा,

आर0 डी0 नजीम,
प्रधान सचिव (परिवहन)।

[Authoritative English text of this Department Notification No. TPT-E(3)-41/2018-II, dated 20-06-2022 as required under clause (3) of Article 348 of the Constitution of India].

TRANSPORT DEPARTMENT

NOTIFICATION

Shimla-2, the 20th June, 2022

No. TPT-E (3)-41/2018-II.—In exercise of the powers conferred by sub-sections (2) of section 89 of the Motor Vehicles Act, 1988 (59 of 1988), the Governor, Himachal Pradesh is pleased to constitute the Himachal Pradesh Transport Appellate Tribunal which shall consist of Chairman-cum-Member who is not below the rank of a District Judge or who is qualified to be a Judge of the High Court for carrying out purposes of relevant provisions of the Act *ibid* in the public interest.

The Governor, Himachal Pradesh is further pleased to order the creation of following posts in aforesaid Transport Appellate Tribunal :—

Sl. No.	Designation of Post	No. of Posts	Remarks
1.	Chairman-cum-Member, STAT	1	—
2.	Law Officer	1	The post of Law Officer be filled as per instructions of Department of Personnel letter No. Per(AP)-C-A(3)-4/2018, dated 25-6-2021 as this category has been declared as Dying Cadre.
3.	Steno Typist	1	
4.	Judgment Writer	1	
5.	Superintendent Grade-II	1	To be filled on secondment basis.
6.	Senior Assistant	1	-do-
7.	JOA(IT)	2	--
8.	Peon	2	--
9.	Driver	Vehicle to be outsourced. Sweeping services to be outsourced.	
10.	Sweeper		

The Jurisdiction of the above Tribunal shall extend to the entire State of Himachal Pradesh.

The constitution of the Tribunal shall come into force from the date of publication of this notification in the Rajpatra (e-gazette), Himachal Pradesh.

By order ,

R. D. NAZEEM,
Principal Secretary (Transport).

TRANSPORT DEPARTMENT

NOTIFICATION

Shimla-2, the 21st June, 2022

No. TPT-C (9)-5/2003.—The Governor, Himachal Pradesh in exercise of the powers conferred by sub-section (6) of Section-41 of the Motor Vehicles Act, 1988 (No. 59 of 1988) and all other powers enabling him in this behalf is pleased to allot /release registration marks/number from Serial No. 0001 to 9999 under the Registration mark **HP-87AA** to Registering and Licensing Authority, Balichowki, District Mandi, Himachal Pradesh for registration of motor vehicles with effect from the publication of this notification in the H.P. Rajpatra (Extra Ordinary) in the public interest.

By order ,

R. D. NAZEEM, IAS
Principal Secretary (Transport).

ब अदालत कार्यकारी दण्डाधिकारी प्रथम श्रेणी एवं तहसीलदार, भुन्तर,
जिला कुल्लू (हि0 प्र0)

केस नं0 : 22-BT/2022

दायर तिथि : 17-05-2022

1. श्रीमती चैनी देवी पुत्री श्री पोशु राम हाल पत्नी श्री मस्त राम, निवासी गांव भुलगं, डाकघर मौहल, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0)।

बनाम

सर्वसाधारण एवं आम जनता

विषय.—प्रार्थना-पत्र अधिनियम धारा 13(3) जन्म एवं मृत्यु पंजीकरण अधिनियम, 1969.

श्रीमती चैनी देवी पुत्री श्री पोशु राम हाल पत्नी श्री मस्त राम, निवासी गांव भुलगं, डाकघर मौहल, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) ने इस कार्यालय में प्रार्थना-पत्र मय शपथ-पत्र दिया है कि उसका जन्म दिनांक 07-01-1946 को स्थान गांव भुलगं, डाकघर मौहल, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) में हुआ है परन्तु उसने अपने नाम का इन्द्राज किसी कारणवश ग्राम पंचायत भुलगं, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) के अभिलेख में दर्ज न किया है।

अतः इस इशतहार हजा द्वारा सर्वसाधारण को सूचित किया जाता है कि यदि किसी व्यक्ति को श्रीमती चैनी देवी पुत्री श्री पोशु राम हाल पत्नी श्री मस्त राम का जन्म दर्ज करवाने बारे कोई आपत्ति हो तो वह दिनांक 23-06-2022 को सुबह 10.00 बजे या इससे पूर्व असालतन या वकालतन हाजिर अदालत आकर अपना एतराज दर्ज करवा सकता है। इसके उपरान्त कोई भी एतराज समायत न होगा तथा नियमानुसार जन्म तिथि दर्ज करवाने के आदेश सम्बन्धित ग्राम पंचायत को पारित कर दिए जाएंगे।

आज दिनांक 01-05-2022 को मेरे हस्ताक्षर व मोहर अदालत द्वारा जारी हुआ।

मोहर।

हस्ताक्षरित /—
कार्यकारी दण्डाधिकारी प्रथम श्रेणी एवं तहसीलदार,
भुन्तर, जिला कुल्लू (हि0 प्र0)।

**ब अदालत कार्यकारी दण्डाधिकारी प्रथम श्रेणी एवं तहसीलदार, भुन्तर,
जिला कुल्लू (हि0 प्र0)**

केस नं० : 23-BT / 2022

दायर तिथि : 13-05-2022

1. श्रीमती मिनता देवी पुत्री श्री गुआइनु राम, साकन गांव थरास, डाकघर हुरला हाल पत्नी श्री प्रेम सिंह, निवासी गांव गदौरी, डा0 मौहल, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0)।

बनाम

सर्वसाधारण एवं आम जनता

विषय.—प्रार्थना-पत्र अधिनियम धारा 13(3) जन्म एवं मृत्यु पंजीकरण अधिनियम, 1969.

श्रीमती मिनता देवी पुत्री श्री गुआइनु राम, साकन गांव थरास, डाकघर हुरला हाल पत्नी श्री प्रेम सिंह, निवासी गांव गदौरी, डा0 मौहल, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) ने इस कार्यालय में प्रार्थना-पत्र मय शपथ-पत्र दिया है कि उसका जन्म दिनांक 04-06-1966 को स्थान गांव थरास, डाकघर हुरला, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) में हुआ है परन्तु उसने अपने नाम का इन्द्राज किसी कारणवश ग्राम पंचायत रोट-II, तहसील भुन्तर, जिला कुल्लू (हि0 प्र0) के अभिलेख में दर्ज न किया है।

अतः इस इशतहार हजा द्वारा सर्वसाधारण को सूचित किया जाता है कि यदि किसी व्यक्ति को श्रीमती मिनता देवी पुत्री श्री गुआइनु राम हाल पत्नी श्री प्रेम सिंह का जन्म दर्ज करवाने बारे कोई आपत्ति हो तो वह दिनांक 23-06-2022 को सुबह 10.00 बजे या इससे पूर्व असालतन या वकालतन हाजिर अदालत आकर अपना एतराज दर्ज करवा सकता है। इसके उपरान्त कोई भी एतराज समायत न होगा तथा नियमानुसार जन्म तिथि दर्ज करवाने के आदेश सम्बन्धित ग्राम पंचायत को पारित कर दिए जाएंगे।

आज दिनांक 01-05-2022 को मेरे हस्ताक्षर व मोहर अदालत द्वारा जारी हुआ।

मोहर।

हस्ताक्षरित /—
कार्यकारी दण्डाधिकारी प्रथम श्रेणी एवं तहसीलदार,
भुन्तर, जिला कुल्लू (हि0 प्र0)।

**In the Court of Sh. Vikas Shukla, H.A.S., Marriage Officer-cum-Sub-Divisional
Magistrate, Kullu, District Kullu (H.P.)**

1. Anish Chand s/o Sh. Suresh Chand, r/o Village Shelari, P.O. Dobhi, Tehsil and District Kullu (H.P.).

2. Arti d/o Sh. Mithlesh Kumar, r/o Village Gazipur Bhawani Prasad, District Auraiya (U.P.) . . Applicants.

Versus

General Public

Subject.—Proclamation for the registration of Marriage under section 16 of Special Marriage Act, 1954.

Anish Chand and Arti filed an application alongwith affidavits in the court of undersigned under section 16 of Special Marriage Act, 1954 that they have solemnized their marriage on 19-10-2020 and they are living as husband and wife since then, hence their marriage may be registered under Act *ibid*.

Therefore, the general public is hereby informed through this notice that any person who has any objection regarding this marriage can file the objection personally or writing before this court on or before 23-06-2022. The objection received after 23-06-2022 will not be entertained and marriage will be registered accordingly.

Issued today on 23-05-2022 under my hand and seal of the court.

Seal.

Sd/-
Marriage Officer-cum-Sub-Divisional Magistrate,
Kullu, District Kullu (H.P.).

In the Court of Sh. Vikas Shukla, H.A.S., Marriage Officer-cum-Sub-Divisional Magistrate, Kullu, District Kullu (H.P.)

1. Atul Kumar s/o Sh. Ajit Singh, r/o 6, Nagala Deena, Fategharh, District Farrukhabad (U.P.)

2. Jahanvi Vashisht d/o Sh. Satish Sharma, r/o W. No. 6, Behind Aroma Nursury, V.P.O. Mohal, Tehsil Bhunter, District Kullu (H.P.) . . Applicants.

Versus

General Public

Subject.—Proclamation for the registration of Marriage under section 16 of Special Marriage Act, 1954.

Atul Kumar and Jahanvi Vashisht filed an application alongwith affidavits in the court of undersigned under section 16 of Special Marriage Act, 1954 that they have solemnized their marriage on 19-04-2022 and they are living as husband and wife since then, hence their marriage may be registered under Act *ibid*.

Therefore, the general public is hereby informed through this notice that any person who has any objection regarding this marriage can file the objection personally or writing before this court on or before 05-07-2022. The objection received after 05-07-2022 will not be entertained and marriage will be registered accordingly.

Issued today on 06-06-2022 under my hand and seal of the court.

Seal.

Sd/-
*Marriage Officer-cum-Sub-Divisional Magistrate,
Kullu, District Kullu (H.P.).*